



**VIRGINIA WING  
OPERATING INSTRUCTION 10-11  
14 FEBRUARY 2010**

**Emergency Services  
REPORTING 121.5 MHZ ELT  
SIGNALS**

This instruction prescribes the procedures by which Virginia Wing members report distress and non-distress signals on the emergency frequency of 121.5 MHz.

1. While operating corporate aircraft or vehicles and contingent upon radio receiver capability, Virginia Wing members **SHALL** monitor the emergency frequency of 121.5 MHz and identify ELT/EPIRB signals operating thereon. When receiver capability is available Virginia Wing members **may** also monitor in privately owned aircraft and vehicles.
2. Upon identification of signal note time and location. If airborne attempt to obtain a bearing to the source. As a courtesy the aircrew may attempt to obtain two bearings or triangulate but must remember they are not on an ELT mission. Report time, location and bearing(s) and a description of what you heard and/or saw (smoke, wreckage, Mayday call) to any FAA controlling agency or Flight Service Station then proceed with your mission, training, etc. If on the ground and hand held DF equipment is available attempt to obtain a bearing to the source.
3. As soon as possible whether airborne or on the ground report all information to the current Virginia Wing Mission Duty Officer (MDO). If the MDO cannot be reached call the Virginia Wing Emergency Services Director or another Virginia Wing Incident Commander. The MDO will then contact AFRCC to report the event and details and request a mission number. If no response to the mission number request is received by the MDO in a reasonable time, the MDO will again call AFRCC for a status update.
4. Upon receipt of a mission number from AFRCC the MDO will activate resources for an Air Force Assigned Mission (AFAM) through normal procedures. If the MDO does not receive a mission number he/she will contact the Commander of the Virginia Wing. The Wing Commander will then make a determination if a corporate mission (911 or otherwise) is needed.
5. If corporate air or ground units are diverted from other missions to respond to an AFAM, mission aircrews and ground teams must remember to refuel their aircraft or vehicles prior to launching on the AFAM mission to ensure fuel and/or oil expenses are correctly allocated to each mission in which they participate.

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